

Bad Day, Worse Day Trades

Prior to submitting a “Bad Day – Worse Day” trade Flight Attendants are encouraged to become familiar with the following terminology and to understand how Bad Day, Worse Day calculations impact your ability to alter you schedule.

Definitions:

1. **Reserves Needed** is the minimum number of Reserve Flight Attendants needed to staff flights, as determined by the Company (“MIN LVL” – available on the CMPD screen in CMS)
2. **Reserves Available** reflects the actual Flight Attendant Reserves available for duty (“NET RESV” – available on the CMPD screen in CMS)

Calculations:

1. To calculate Reserve Coverage for a particular day, subtract Reserves Needed from Reserves Available
2. To determine Reserve Coverage for a trip pairing, add the cumulative sum of Reserve Coverage for each day of the trip pairing

To calculate Reserve Coverage for a 3 day trip pairing operating on the 7th, 8th and 9th, (Refer to Chart #1).

CHART #1

DATE	07	08	09
RESERVES AVAILABLE	94	102	107
RESERVES NEEDED	100	100	110
RESERVE COVERAGE	-6	+2	-3

Reserve Coverage for this three day trip is -7 ($-6+2-3$).

Section 7.N.5. of our JCBA provides for “Bad Day, Worse Day” trades. These occur when Flight Attendants seek to trade two (2) trips, each of which contains one (1) or more days that are blocked due to minimum staffing coverage restrictions. These trades may be accomplished under the following circumstances.

When Trip Dropped Occurs Later in the Month:

First, the trip being dropped must have a greater cumulative sum Reserve Coverage than the trip being picked up, **and:**

Second, when the trip being dropped **occurs later** in the month, its lowest Reserve Coverage day can be no more than five (5) lower than the lowest Reserve Coverage day on the trip being picked up.

When Trip Dropped Occurs Earlier in the Month:

First, the trip being dropped must have a greater cumulative sum Reserve Coverage than the trip being picked up, **and:**

Second, when the trip being dropped **occurs earlier** in the month, its lowest Reserve Coverage can be no lower than the lowest Reserve Coverage day on the trip being picked up.

This trade must be executed at least seven (7) days prior to the first day of the trip being dropped.

Let's look at examples of each of these trade types.

Example of Bad Day Worse Day Trade when Trip Dropped Occurs Later in the Month

The charts below display the Reserve coverage for each day of the trips involved.

In this example, you have a three day pairing in your line on the 18, 19 & 20 that you wish to trade for a three day pairing operating on 7, 8 & 9.

In order to trade a pairing in your line on the 18, 19, and 20 for a pairing on the 7, 8 and 9 in open time you must first determine the coverage for each trip by adding the Reserve coverage of each day together.

The Reserve Coverage for the 7, 8 and 9th is $(-5+2-3) = -6$. (Refer to Chart #2)

CHART #2

DATE	07	08	09	
RESERVES AVAILABLE	95	102	107	
RESERVES NEEDED	100	100	110	
RESERVE COVERAGE	-5	+2	-3	Sum -6

Next, determine the Reserve coverage for the days of the pairing you would like to trade. For this example this is the trip that operates on the 18, 19 and 20. Add the Reserve coverage for each day of the trip together.

The **Reserve coverage** for the 18, 19 and 20th is: $(+4-1-6) = -3$ (Refer to Chart #3).

CHART #3

DATE	18	19	20	
RESERVES AVAILABLE	104	109	94	
RESERVES NEEDED	100	110	100	
RESERVE COVERAGE	+4	-1	-6	Sum -3

A Flight Attendant wishing to trade her/his pairing on the 18, 19 & 20 for an open pairing on 7, 8 & 9 must meet the requirements of Section 7.N.5. ***It's a two part evaluation for a drip being dropped later in the month.***

First, each of the trips contain days that are blocked due to minimum Reserve coverage restrictions and the **trip being dropped** must have a greater cumulative sum Reserve Coverage than the trip being picked up.

Trip Being Dropped	18, 19 & 20	Sum of Reserve Coverage = -3
Trip Being Picked up	07, 08 & 09	Sum of Reserve Coverage = -6

In this example, since the trip being dropped has better Reserve coverage (-3) than the trip being picked up (-6), the first part of the two part evaluation of the trade requirement is met.

As for the second part of the evaluation, determine if the pairing being dropped occurs earlier or later in the schedule month. In this example, the pairing being dropped (18, 19 & 20) **occurs later** in the month.

Since the pairing being dropped occurs later in the month, the lowest Reserve Coverage day can be no more than five (5) lower than the lowest Reserve Coverage day on the trip being picked up. In order to determine this, compare the Reserve coverage for each of the days for each trip:

Trip 07, 08, & 09	Pick up	-5	+2	-3
Trip 18, 19 & 20	Dropped	+4	-1	-6

The lowest day in the trip being dropped is -6. The lowest day in the trip being picked up is -5. Since the lowest day in the trip being dropped is only one lower than the lowest day in the trip being picked up, the trade is acceptable and should be processed based on the requirements of Section 7.N.5. & 7.N.5.a. of the JCBA.

Example of Bad Day Worse Day Trade when Trip Dropped Occurs Earlier in the Month

On the third day of the schedule month, a Flight Attendant seeks to drop the pairing in her/his line on the 9, 10 & 11 and pick up a pairing from open time on the 18, 19 & 20.

CHART A

DATE	09	10	11	
RESERVES AVAILABLE	105	108	97	
RESERVES NEEDED	100	110	105	
RESERVE COVERAGE	+5	-2	-8	Sum -5

The Reserve Coverage for the trip being dropped is (+5-2-8) = **-5 (See CHART A.)**

CHART B

DATE	18	19	20	
RESERVES AVAILABLE	94	100	109	
RESERVES NEEDED	100	100	110	
RESERVE COVERAGE	-6	0	-1	Sum -7

The Reserve Coverage for the trip being picked up from open time is (-6+0-1) = **-7 (See CHART B.)**

Compare the Reserve Coverage for each of the trips:

Trip Being Dropped	09, 10 & 11	Sum of Reserve Coverage = -5
Trip Being Picked up	18, 19 & 20	Sum of Reserve Coverage = -6

Since the trip being dropped (9, 10 & 11) has higher Reserve Coverage (-5) than the trip being picked up (18, 19 & 20), the trade meets the requirements of Section 7.N.5.

As for the second part of the evaluation, determine if the pairing being dropped occurs earlier or later in the schedule month. In this example, the pairing being dropped (9, 10 & 11) **occurs earlier** in the month.

Compare Reserve Coverage

Trip 09, 10 & 11	Dropped	+5	-2	-8
Trip 18, 19 & 20	Picked Up	-6	0	-1

The pairing dropped occurs **earlier** in the month. Therefore, the lowest Reserve Coverage day of the pairing **dropped** can be no lower than the lowest Reserve Coverage day on the trip being **picked up**.

Since the lowest coverage day in the trip being dropped (-8) is lower than the lowest day in the trip being picked up (-6), the trade would be denied.

Additionally, because this trade on the third day of the schedule month is not being executed at least seven (7) days prior to the first day of the trip being dropped, this trade would also be denied.

Summary of Bad Day Worse Day Trades

1. Both trips involved in the trade must have blocked days.
2. If the trip you wish to drop is later in the month, Section 7.N.5 & 7.N.5.a. will apply.
3. If the trip you wish to drop is earlier in the month, Section 7.N.5. & 7.N.5.b. will apply.

Important Note: If the trip you wish to drop *is earlier* in the month than the trip you wish to pick up, the trade *must be accomplished seven (7) days before the first day of the trip being dropped*.

Carry Over Pairings

All trades involving carry over pairings will be processed pursuant to the rules in Section 7.N.5. with the following understandings:

1. The beginning Reserve Coverage for days in carryover pairings occurring in the following bid month will be considered to be zero (0).
2. When a Flight Attendant trades off a day in a carryover pairing which occurs in the following bid month, the Reserve Coverage will be reduced by one (1).
3. When a Flight Attendant picks up a day in a carryover pairing which occurs in the following bid month, the Reserve Coverage will be increased by one (1).

Refer to Section 7.N. of our JCBA for additional information on “Bad Day, Worse Day” trades.